application not being published in English. This application also claims priority under 35 U.S.C. § 119 to DE 198 58 921.2, filed on December 19, 1998.--

On page 1, on a separate line immediately after the above inserted paragraph and before line 1, please insert the following header:

--FIELD OF THE INVENTION--.

On page 1, on a separate line between lines 7 and 8, please insert the following header:

--BACKGROUND OF THE INVENTION--.

On page 5, on a separate line between lines 24 and 25, please insert the following header:

--BRIEF DESCRIPTION OF THE INVENTION--.

On page 6, between lines 3 and 4, please insert the following header:

--DETAILED DESCRIPTION OF THE INVENTION--.

On page 9, please replace the text beginning at line 1 and ending at line 12 with the following new text:

mixtures thereof with oligomers of relatively high functionality (so-called crude MDI). Examples of suitable cycloaliphatic polyisocyanates are the hydrogenation products of the above-mentioned aromatic diisocyanates such as, for example, 4,4'-dicyclohexylmethane diisocyanate (H_{12}MDI), 1-isocyanatomethyl-3-isocyanato-1,5,5-trimethyl cyclohexane (isophorone diisocyanate, IPDI), cyclohexane-1,4-diisocyanate, hydrogenated xylylene diisocyanate (H_6XDI), m- or p-tetramethyl xylylene diisocyanate (m-TMXDI, p-TMXDI) and dimer fatty acid diisocyanate. Examples of aliphatic poly-isocyanates are hexane-1,6-diisocyanate (HDI), 1,6-diisocyanato-2,2,4-trimethyl

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hexane, butane-1,4-diisocyanate and 1,12-dodecane diisocyanate ($C_{12}DI$). The aliphatic, cycloaliphatic or even araliphatic diisocyanates are particularly preferred.

On page 15, please replace the text beginning at line 1 and ending at line 29 with the following new text:

adhesives are expect-ed to meet in vehicle construction continue to increase because more and more structural elements - including those with load-bearing functions - are being joined by bonding processes. As already stated in the article by G. Lötting and S. Singh entitled: "Anforderungen an Klebstoffe für Strukturverbindungen im Karosseriebau" Adhesion 1988, No. 9, pages 19 to 26, the adhesives are expected on the one hand to fulfill production aspects of practical relevance, including automatable application in short cycle times, adhesion to oil-covered metal panels, adhesion to various types of metal panels and compatibility with the process conditions on the paint line (resistance to washing and phosphating baths, curability during stoving of the CED primer, resistance to the following painting and drying operations). In addition, modern structural adhesives have to exhibit improving strength and deformation properties, even in the cured state. These include the high corrosion resistance and flexural strength of the structural components and the deformability of the bond under mechanical stress. High deformability of the structural components guarantees a considerable safety advantage in the event of a crash. This crash behavior can best be determined by determining the impact energy for cured bonds; sufficiently high values for impact energy or impact/peel energy are desirable both at high temperatures of up to +90°C and in particular at low temperatures down to -40°C. High tensile shear strength should also be achieved. Both strengths should be achieved on a large number of substrates, mainly oil-covered metal panels, for example steel bodywork panels, steel plate galvanized by various methods, panels of various aluminium alloys or even magnesium alloys and steel plates coated by coil coating with organic coatings of the "Bonazinc" or "Granocoat" type. As shown in the following